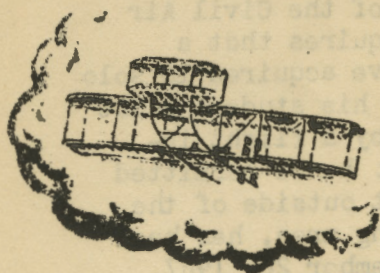


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# SOUTH CAROLINA AVIATION



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## NEWS LETTER

Vol.

No.

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Columbia, S. C., November 17, 1947

### SOUTH CAROLINA AVIATION NEWS LETTER

This is the first issue of the "South Carolina Aviation News Letter". The "News Letter" will be issued every other Monday by the South Carolina Aeronautics Commission. It will contain news which we hope to gather from our readers that is of general concern to all who are interested in aviation in South Carolina.

The "News Letter" will furnish you with a medium through which you will be able to publicize events of aviation interests in your local community. In addition, we will report to you in the "News Letter" items concerning air safety, Civil Air Regulations, airport development, and general news of aviation activities.

In order that the "News Letter" may contain information that you desire to have circulated and that is of interest to you, we would like to have your help. Please send any items that you would like published to the South Carolina Aeronautics Commission, Attention: News Letter, Box 1176, Columbia, South Carolina.

We are sure that with your assistance, the "News Letter" can be made a real service to all who are interested in the improvement and general welfare of aviation in South Carolina.

#### FLORENCE AIRPORT APRON

The South Carolina Aeronautics Commission has announced that bids for the construction of a 100' x 300' concrete apron for the Florence Airport will be received on November 14th at the office of the Commission. Florence has been recently certified for service on Eastern Air Lines by the C.A.B. This service will start as soon as the Administration Building, now under construction, and the apron are complete.

#### SAFETY RECORD

The safety record for South Carolina during the month of October, 1947 was extremely good. There was a total of four aircraft accidents. Two of these were landing accidents, one was an engine failure in flight and one a fire on the ground.

For comparison, in October, 1946, we had a total of ten accidents. One of these was fatal, three were serious, and six were minor.

#### LOANS ON G.I. VOUCHERS

The United Pilots and Mechanics Association has advised the Aeronautics Commission that any operator may borrow up to 95% of the amount due on his GI vouchers through banks to which the vouchers are sent by the United Pilots and Mechanics Association. The interest charged is  $\frac{1}{2}$  of 1% per month. An attorney's fee of 2% is also charged for checking loan papers and vouchers and securing the attorney's approving opinion all of which is required by the bank making the loan.

#### N.A.S.A.O. CONVENTION

The National Association of State Aviation Officials annual convention held in Fort Worth on October 26-28 was attended by Director Dexter Martin, David Wolfe, A. C. Thomas and Dabney Yarbrough, of the State Aeronautics Commission.

Among actions taken was a resolution adopted urging the Federal Government to adopt a national civilian flight training program when G.I. training stops. This resolution was strongly supported by the South Carolina delegation.

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Since the first of July, 1947, airmarkers in the following towns have been painted or repainted: Gray Court, Fountain Inn, Cross Anchor, Enoree, Woodruff, Pickens, Norris, Easley, Pelzer, Williamston, Greer, Marietta, Walhalla, Central, Liberty, Simpsonville, Honea Path, Belton, Anderson, Pendleton, Clemson, Seneca, Westminster, Townville, Starr, Iva, Spartanburg (3), Campobello, Gramlin, Inman, Landrum, Pacolet, Cowpens, Gaffney, Chesnee, Blacksburg, York, Clovern, Greenville, Newberry, Laurens, Ward, Silver Street, Little Mountain, Clinton, Whitmire, Saluda, Johnston, Pomaria, Blaney, Carlisle, Goldville, Columbia (2), Camden, Blythewood, Ridgeway, Vinnaboro, Lexington, Gilbert, Leesville, Monetta, Ridge Spring, Swansea, Chapin, and Prosperity.

The Commission requests that you suggest places where airmarkers may be installed or any criticism that you may have regarding them may be sent to the "News Letter."

G.I. FLIGHT TRAINING

It is reported by Mr. Odell Garrison, CAA Aeronautical Inspector, that the Veterans Administration is having difficulty getting contract schools to keep adequate records. He suggests that it is good practice to have individual records in duplicate for each flight signed by the student. Some schools are allowing the airplanes to go past the year in getting their annual inspection and are not having their parachutes rechecked every 60 days as required by C.A.R. Mr. Garrison mentions that all schools should be careful to adhere to these two regulations.

BREAKFAST CLUB

The next three scheduled meetings of the Breakfast Club will be held in Spartanburg on November 23rd, Columbia on December 7th, and in Timmonsville on December 21st. The election of officers will be held at the Columbia meeting on December 7th.

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The Civil Aeronautics Board has announced that part 43 of the Civil Air Regulations, which requires that a student pilot must have acquired 10 solo flight hours and have his student pilot certificate endorsed by a flight instructor in order that he be permitted to operate an aircraft outside of the designated local flying area, has been amended effective November 28, 1947.

The purpose of this amendment is to permit a student pilot in a certificated flying school to operate an aircraft outside a local flying area designated by an instructor, prior to having acquired 10 solo flight hours, when he is deemed competent to do so by the flying school concerned. Such an amendment will expedite student training in certificated flying schools without adversely affecting existing safety standards.

Therefore, §43.52 of the Civil Air Regulations is amended to read as follows: 43.52 Flight Area Limitations. A student shall not pilot an aircraft outside a local flying area designated by his flight instructor until: (a) he has had at least 10 solo flight hours, or if enrolled in and receiving flying instruction from an approved air agency, he is deemed competent by such agency, and (b) his student pilot certificate has been appropriately endorsed by a flight instructor.

In addition to the above amendment, the Board has recently issued Safety Regulation Release No. 265 clarifying the privileges of the private pilot under Section 43.60 of C.A.R. reading in part as follows:

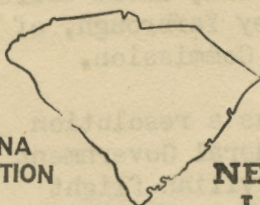
A private pilot shall not pilot aircraft for hire. This rule refers to the direct compensation of the pilot for the carriage of persons or property for hire and not to the operation of the aircraft as a means of transportation for the pilot. It does not prohibit piloting of aircraft by a private pilot when such piloting is not a part of his regular duties, merely because he receives compensation for his regular duties.

**SOUTH CAROLINA AERONAUTICS COMMISSION**

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA

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